

[REFERENCE TRANSLATION]

Please note that this translation is to be used solely as reference and the financial statements in this material are unaudited.
In case of any discrepancy between this translation and the Japanese original, the latter shall prevail.

Consolidated Financial Results for the year Ended March 31, 2025[IFRS]

May 2, 2025

Company name Japan Airlines Co., Ltd

Stock Listing Tokyo Stock Exchange

Code No. 9201 **URL:** <https://www.jal.com>
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Scheduled date of Ordinary General Meeting of Shareholders:

June 24, 2025

Scheduled date for dividend payment:

June 25, 2025

Scheduled date for filing of Financial Report for the Fiscal Year 2024

June 23, 2025

Supplementary explanations of Fiscal Year 2024 financial results: Yes
Presentation for the Fiscal Year 2024 results: Yes (for institutional investors and analysts)

(Amounts are rounded down to the nearest million yen unless otherwise indicated)

1. Consolidated Financial Results for the year Ended March 31, 2025 (April 1, 2024 to March 31, 2025)
(1) Consolidated Operating Results (Cumulative)

(Percentage compared to prior year)

	Revenue		Profit before financing and income tax		Profit before tax		Profit		Profit attributable to owners of parent		Comprehensive income	
	Millions of Yen	%	Millions of Yen	%	Millions of Yen	%	Millions of Yen	%	Millions of Yen	%	Millions of Yen	%
FY2024 ended March 31, 2025	1,844,095	11.6	172,452	18.7	158,900	14.1	112,635	17.4	107,038	12.0	109,938	(9.4)
FY2023 ended March 31, 2024	1,651,890	20.1	145,235	124.9	139,306	165.7	95,911	183.1	95,534	177.5	121,389	564.9

	Basic earnings per share	Diluted earnings per share	Ratio of equity attributable to owners of parent to profit	Ratio of profit before tax to total assets	Ratio of operating profit to revenue
	Yen	Yen	%	%	%
FY2024 ended March 31, 2025	245.09	-	11.4	5.8	9.4
FY2023 ended March 31, 2024	218.61	-	11.1	5.4	8.8

(Reference) Share of profit (or loss) in investments accounted for using the equity method;

Year ended March 31, 2025: 939 million Yen, Year ended March 31, 2024: Profit of 469 million Yen

(Note) Profit before financing and income tax represents an index to monitor, compare and evaluate the JAL Group's performance continuously. Profit before financing and income tax is Profit from which Income tax expense, Interest, and Finance income and expense are deducted.

(2) Consolidated Financial Position

	Total Assets	Total Equity	Equity attributable to owners of parent	Ratio of equity attributable to owners of parent to total assets	Equity per share attributable to owners of parent
	Millions of Yen	Millions of Yen	Millions of Yen	%	Yen
FY2024 ended March 31, 2025	2,794,913	1,016,673	975,057	34.9	2,233.52
FY2023 ended March 31, 2024	2,649,232	948,345	909,947	34.3	2,082.23

(3) Consolidated Cash Flows

	Cash flow from operating activities	Cash flow from investing activities	Cash flow from financing activities	Cash and cash equivalents at end of year
	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen
FY2024 ended March 31, 2025	381,527	(281,107)	(64,910)	749,030
FY2023 ended March 31, 2024	363,945	(195,099)	(105,031)	713,867

2. Dividends

	Dividends per Share					Total amount of dividend (Annual)	Payout ratio (Consolidated)	Ratio of dividends to equity attributable to owners of parent (Consolidated)
	1st Quarter End	2nd Quarter End	3rd Quarter End	Fiscal Year End	Total			
	Yen	Yen	Yen	Yen	Yen	Millions of Yen	%	%
FY2023	-	30.00	-	45.00	75.00	32,775	34.3	3.8
FY2024	-	40.00	-	46.00	86.00	37,543	35.1	4.0
FY2025 (Forecast)	-	46.00	-	46.00	92.00		35.0	

(Note) Revisions to the most recently disclosed dividends forecast: Yes.

3. Consolidated Financial Forecast for the Fiscal Year Ending March 31, 2026

(Percentage compared to prior year)

	Revenue		Profit before financing and income tax		Profit attributable to owners of parent	
	Millions of Yen	%	Millions of Yen	%	Millions of Yen	%
Entire Fiscal Year	1,977,000	7.2	200,000	16.0	115,000	7.4

(Note) Revisions to the most recently disclosed forecast: None

The Company does not disclose forecasts for the first six months of the fiscal year. Please refer to “1. Outline of Operating results (5) Future Outlook” in the Attachment for the assumptions used and other notes.

Notes

(1) Changes in significant consolidated subsidiaries during the fiscal year ended March 31, 2025: None

(2) Changes in accounting policies/changes in accounting estimates

1) Changes in accounting policies due to revisions in accounting standards under IFRS: None

2) Changes in accounting policies other than 1): None

3) Changes in accounting estimates: None

(3) Number of shares issued (common stock)

(a) Total number of shares issued at the end of the period (including treasury shares)

As of March 31, 2025 : 437,143,500

As of March 31, 2024 : 437,143,500

(b) Number of treasury shares at the end of the period

As of March 31, 2025 : 586,479

As of March 31, 2024 : 136,327

(c) Average number of shares outstanding

During the fiscal year ended March 31, 2025 : 436,730,194

During the fiscal year ended March 31, 2024 : 437,007,185

(Reference) Summary of Non-Consolidated Financial Results

1. Non-consolidated financial results for the Year Ended March 31, 2025 (April 1, 2024 to March 31, 2025)

(1) Non-Consolidated Financial Results

(Percentage compared to prior year)

	Operating Revenue		Operating Profit		Ordinary Profit		Net income	
	Millions of Yen	%	Millions of Yen	%	Millions of Yen	%	Millions of Yen	%
FY2024 ended March 31, 2025	1,511,202	11.0	121,305	29.5	119,734	16.7	109,233	67.7
FY2023 ended March 31, 2024	1,361,281	17.2	93,678	826.6	102,621	136.2	65,117	98.9

	Earnings per share	Diluted earnings per share
	Yen	Yen
FY2024 ended March 31, 2025	250.12	-
FY2023 ended March 31, 2024	149.01	-

(2) Non-consolidated financial positions

	Total Assets	Net Assets	Shareholder's equity ratio	Shareholder's equity per share
	Millions of Yen	Millions of Yen	%	Yen
FY2024 ended March 31, 2025	2,495,932	803,623	32.2	1,840.82
FY2023 ended March 31, 2024	2,350,867	757,013	32.2	1,732.27

(Reference) Shareholders' equity; Year ended March 31, 2025: 803,623 million Yen, Year ended March 31, 2024: 757,013 million Yen

(Reason of variance in non-consolidated financial results compared to the results in the previous fiscal year)

The JAL Group runs its business with Japan Airlines as its main business. Therefore, the reason of variance in its non-consolidated financial results to the results in the previous fiscal year is almost identical to the reason of variance in the consolidated financial results. Therefore please refer to "1. Outline of Operating Results (1) Outline of Operating Results for the Current Fiscal Year" in the attachment for details.

※This document is unaudited by certificated public accountants or audit firms.

※Explanation for appropriate use of forecasts and other notes

(Remarks on the description on future forecast)

The forward-looking statements such as operational forecasts contained in this statement summary are based on information currently available to the Company and certain assumptions which are regarded as legitimate. However, it does not mean that we guarantee its achievement. Actual results may differ from such forward-looking statements for a variety of reasons.

Please refer to "1. Outline of Operating Results (5) Future Outlook" in the Attachment for the assumptions used and other notes.

※The Company holds a presentation for institutional investors and analysts on May 2, 2025.

Documents distributed at the presentation are scheduled to be posted on our website on the same day.

Attachment

CONTENTS

1. Outline of Operating Results	2
(1) Outline of Operating Results for the Current Fiscal Year	2
(2) Outline of Financial Condition for the Current Fiscal Year	10
(3) Outline of Cash Flows for the Current Fiscal year	10
(4) Explanation on Variance of Consolidated Financial Results between the Previous Fiscal Year and the Current Fiscal Year	10
(5) Future Outlook	11
(6) Basic Policy on Distribution of Profits, and Dividend for the Current and Next Fiscal Year	11
(7) Business Risks	11
2. Basic Policy Concerning the Selection of Accounting Standards	11
3. Consolidated Financial Statements and Primary Notes	12
(1) Consolidated Statement of Financial Position	12
(2) Consolidated Statement of Profit or Loss and Other Comprehensive Income	14
(3) Consolidated Statement of Changes in Equity	16
(4) Consolidated Statement of Cash Flows	18
(5) Notes for Consolidated Financial Statements	19
(Reporting Company)	19
(Basis of Preparation)	19
(Going Concern Assumptions)	19
(Revenue)	19
(Segment Information)	23
(Per Share Information)	24
(Significant Subsequent Event)	25

1. Outline of Operating Results

The business environment of this fiscal year (April 1, 2024 to March 31, 2025) was that the world's major economies, including Japan and the United States, sustained moderate growth amid the world's geopolitical instability. In light of this economic situation, International Passenger sales were generally good because of continuing strong inbound demand and a recovery trend of the outbound business demand. Domestic Passenger sales have also been stable due to recovery in demand. Expenses are increasing due to the depreciation of the Japanese yen and the impact of global inflation.

(1) Outline of Operating Results for the Current Fiscal Year

The revenue increased by 11.6% year on year to 1,844.0 billion yen, the operating expense increased by 9.8% year on year to 1,693.4 billion yen, the earning before financing and income tax (hereinafter referred as “EBIT”) was a gain of 172.4 billion yen (up 18.7% year on year). The profit attributable to owners of the parent was 107.0 billion yen (up 12.0% year on year).

Consolidated financial results are as follows.

(JPY Bn)	FY2023 April 1, 2023 to March 31, 2024	FY2024 April 1, 2024 to March 31, 2025	% or points compared to prior period
Revenue	1,651.8	1,844.0	111.6%
Operating Expense	1,542.2	1,693.4	109.8%
Fuel	356.7	380.0	106.5%
Excluding Fuel	1,185.4	1,313.4	110.8%
Profit or loss before financing and income tax (EBIT)	145.2	172.4	118.7%
EBIT Margin (%)	8.8	9.4	0.6
Profit or loss attributable to owners of parent	95.5	107.0	112.0%

(Note) 1. Figures have been truncated and percentages are rounded off to the first decimal place.

2. Profit or loss before financing and income tax is defined as EBIT for the JAL Group. EBIT is calculated as Profit or Loss for the current fiscal year excluding Income tax expense, Interest, and Finance income and expense.

3. EBIT Margin=EBIT/Revenue.

Fleet

as of March 31, 2025

Type of Aircraft	Owned	Leased	Total
Full Service Carrier Business			
Airbus A350-1000	7	1	8
Airbus A350-900	11	4	15
Boeing 777-300ER	12	0	12
Large-sized Total	30	5	35
Boeing 787-9	19	3	22
Boeing 787-8	23	0	23
Boeing 767-300ER	24	0	24
Medium-sized Total	66	3	69
Boeing 737-800	49	7	56
Small-sized Total	49	7	56
Embraer 170	18	0	18
Embraer 190	14	0	14
De Havilland DHC-8-400CC	5	0	5
ATR42-600	12	1	13
ATR72-600	2	0	2
Regional Total	51	1	52
Boeing 767-300ER	3	0	3
Airbus A321-200	0	3	3
Cargo Fleet Total	3	3	6
Full Service Carrier Total	199	19	218
LCC Business			
Boeing 787-8	8	0	8
Boeing 737-800	0	6	6
LCC Total	8	6	14
Total	207	25	232

The JAL Group has restructured our business portfolio after the company's experience with the COVID pandemic, especially going forward, we are working on promoting business model reform to create new business models and increase the Group profitability. From this fiscal year, we have rearranged our reporting segments to 「FSC Business」 「LCC Business」 「Mileage/Finance & Commerce」 and established a business management system for each segment. We will continue to work on the promotion of business model reform to achieve FY2025 EBIT target of JPY 200 billion.

Regarding the promotion of business model reform, we are focusing on 「LCC Business」 「Mileage/Finance & Commerce」 and 「Other business」 for the growth and expansion of profit. For the LCC Business, we are expanding the network from Narita airport, with ZIPAIR - an LCC for medium to long-haul international flights - as the hub of our LCC Business. For the Mileage/Finance & Commerce, we are expanding the services that make it easier to save up and use Miles. For the other business, we have significantly expanded contracts with foreign airlines compared to the previous year.

Regarding human capital management as the major issues, we have revised its human resource management to expedite promotion and assignment to managerial positions, and further success for our talented employees. We will continue to provide an

environment where diverse talents can work in various fields in order to create new value.

For the Green transformation, we have started operating the Airbus A350-1000, which provides environmentally friendly flights for customers. We are continuing to advance the procurement of SAF and “JAL Corporate SAF Program”- the carbon offset solution which contributes to the reduction of Scope 3 emissions for corporate accounts by issuing CO2 reduction certificates. Also, we have invested capital in a US company called Heirloom Carbon Technologies, which has a negative emission technology to capture CO2 in the atmosphere. And from May 2025, we have started using domestic SAF derived from used cooking oil by the Cosmo Group for aircraft fuel. In addition, with Airbus, Nippon Paper Industries Co., Ltd. Sumitomo Corporation, and Green Earth Institute, we have started initiatives to realize pure domestic SAF derived from domestic wood. Our efforts to enhance company value have been recognized as "SX Brand 2024", one of the constituent companies of the Dow Jones Sustainability Asia Pacific Index, a leading ESG investment index. We also won the first place in on-time record by Cirium. Also JAL was recognized as a "5 Star" in the World Airline Star Rating conducted by SKYTRAX for 8 consecutive years.

In Expo 2025 Osaka, Kansai, Japan, SoraCruise by Japan Airlines, an immersive theater, has been set up in the exhibition facility to create new mobility value using next-generation mobility. Also, JAL Myakumyaku JET, a specially painted aircraft to commemorate the EXPO, has started service from November 28, and the second JAL Myakumyaku JET will go into service on international flights from June 2025. Through this service, we will contribute to the success of Expo 2025 Osaka, Kansai, Japan by advertising to domestic and international visitors and by providing opportunities to visit various parts of Japan.

<Full Service Carrier Business>

The revenue for this consolidated fiscal year increased by 9.8% year on year to 1,451.8 billion yen, and EBIT increased by 4.7% year on year to 111.1 billion yen. (Revenue and segment profit are figures before intersegment eliminations.)

Revenue Results (FSC)

(JPY Bn)	FY2023 April 1, 2023 to March 31, 2024	FY2024 April 1, 2024 to March 31, 2025	% or points compared to prior period
Full Service Carrier Business	1,322.5	1,451.8	109.8%
INTERNATIONAL	734.0	829.8	113.0%
Passenger operations	622.3	696.5	111.9%
Cargo and mail-service operations	110.1	131.6	119.5%
Luggage operations	1.5	1.6	107.6%
DOMESTIC	574.7	603.6	105.0%
Passenger operations	551.0	571.6	103.7%
Cargo and mail-service operations	23.2	31.4	135.4%
Luggage operations	0.4	0.4	97.5%
OTHER	13.6	18.3	134.4%

(Note) Figures have been truncated and percentages are rounded off to the first decimal place.

Traffic Results (Full Service Carrier)

	FY2023 April 1, 2023 to March 31, 2024	FY2024 April 1, 2024 to March 31, 2025	% or points compared to prior period
INTERNATIONAL			
Revenue passengers carried (number of passengers)	6,628,180	7,584,536	114.4%
Revenue passenger km (1,000 passenger-km)	37,201,808	41,916,181	112.7%
Available seat km (1,000 seat-km)	47,328,460	49,971,882	105.6%
Revenue passenger-load factor (%)	78.6	83.9	5.3
Revenue cargo ton-km (1,000 ton-km)	2,515,410	2,767,480	110.0%
Mail ton-km (1,000 ton-km)	104,259	96,349	92.4%
DOMESTIC			
Revenue passengers carried (number of passengers)	35,109,846	36,127,464	102.9%
Revenue passenger km (1,000 passenger-km)	26,771,128	27,666,782	103.3%
Available seat km (1,000 seat-km)	35,184,302	35,082,824	99.7%
Revenue passenger-load factor (%)	76.1	78.9	2.8
Revenue cargo ton-km (1,000 ton-km)	282,974	305,220	107.9%
Mail ton-km (1,000 ton-km)	22,079	21,676	98.2%
TOTAL			
Revenue passengers carried (number of passengers)	41,738,026	43,712,000	104.7%
Revenue passenger km (1,000 passenger-km)	63,972,937	69,582,964	108.8%
Available seat km (1,000 seat-km)	82,512,763	85,054,706	103.1%
Revenue passenger-load factor (%)	77.5	81.8	4.3
Revenue cargo ton-km (1,000 ton-km)	2,798,384	3,072,701	109.8%
Mail ton-km (1,000 ton-km)	126,338	118,025	93.4%

(Note) 1. Revenue Passenger Kilometers (RPK) is the number of fare-paying passengers multiplied by the distance flown (km).

Available Seat Kilometers (ASK) is the number of available seats multiplied by the distance flown (km).

Revenue Cargo Ton Kilometers (RCTK) is the amount of cargo (ton) transported multiplied by the distance flown (km).

2. The distance flown between two points, used for calculations of RPK, ASK and RCTK above is based on the great-circle distance and according to statistical data from IATA(International Air Transport Association) and ICAO (International Civil Aviation Organization).

3. Full Service Carrier (International): Japan Airlines Co., Ltd., Japan Transocean Air Co., Ltd.

Full Service Carrier (Domestic): Japan Airlines Co., Ltd., J-Air Co., Ltd., Japan Air Commuter Co., Hokkaido Air System Co., Ltd., Japan Transocean Air Co., Ltd., and Ryukyu Air Commuter Co., Ltd.

4. Figures have been truncated and percentages are rounded off to the first decimal place.

In this consolidated fiscal year, both revenue and profit increased year on year.

For Internal Passengers, we maintained high unit price levels by capturing strong inbound demand and business demand outbound from Japan, continuing from the previous year. From April 2025, we have started a joint venture partnership with Garuda Indonesia, and the operation of the Narita-Chicago route to capture demand between Japan and North America as well as transit demand between Southeast Asia as well as India and North America from May to further enhance customer convenience and expand profitability. With the aim of improving our services and enhancing brand awareness, we have started free Wi-Fi service. Also, we introduced the A350-1000s on the Paris route in May in addition to the London route and entered into a partnership with Major League Baseball (MLB). We will also introduce 10 Boeing 787-9s and 20 Airbus A350-900s in the future. By upscaling the size of aircraft to increase the number of seats available, we will further expand the scale of our business and also improve service quality and passenger convenience.

For Domestic Passenger, revenue increased year-on-year through various demand-stimulus measures to increase the number of passengers year-on-year significantly. In addition to the Boeing 737-8, we will introduce 11 Airbus A321neos, which have already been decided as replacements for the Boeing 767, primarily on routes to and from Haneda, in order to adjust its capacity to the changing demand. Also, we will contribute to the development of regional communities by attracting inbound demand to those areas.

For International Cargo, we have increased cargo volume and improved unit price by capturing North-American-bound cargo from China or Asia as well as value-added goods such as pharmaceuticals or batteries by expanding the network of our own cargo aircraft. For domestic cargo, we have strived for the stable operation of a collaborative cargo aircraft project with Yamato Holdings Co., Ltd. As a result, we have achieved significantly higher revenue year-on-year.

<LCC Business>

The revenue for this consolidated fiscal year increased by 39.1% year on year to 104.1 billion yen, and EBIT increased by 328.3% year on year to 11.5 billion yen. (Revenue and segment profit are figures before intersegment eliminations.)

Revenue Results (LCC)

(JPY Bn)	FY2023 April 1, 2023 to March 31, 2024	FY2024 April 1, 2024 to March 31, 2025	% or points compared to prior period
Revenue	74.8	104.1	139.1%
International	62.1	85.5	137.6%
Domestic	5.1	3.3	64.7%
Others	7.5	15.2	203.2%

(Note) Figures have been truncated and percentages are rounded off to the first decimal place.

Traffic Results (LCC)

	FY2023 April 1, 2023 to March 31, 2024	FY2024 April 1, 2024 to March 31, 2025	% or points compared to prior period
ZIPAIR			
Revenue passengers carried (number of passengers)	1,130,315	1,355,805	119.9%
Revenue passenger km (1,000 passenger-km)	6,215,209	7,718,287	124.2%
Available seat km (1,000 seat-km)	7,979,582	9,106,383	114.1%
Revenue passenger-load factor (%)	77.9	84.8	6.9
SPRING JAPAN			
Revenue passengers carried (number of passengers)	845,485	1,012,718	119.8%
Revenue passenger km (1,000 passenger-km)	902,067	1,498,509	166.1%
Available seat km (1,000 seat-km)	1,286,916	1,896,906	147.4%
Revenue passenger-load factor (%)	70.1	79.0	8.9

(Note) 1. Revenue Passenger Kilometers (RPK) is the number of fare-paying passengers multiplied by the distance flown (km).

Available Seat Kilometers (ASK) is the number of available seats multiplied by the distance flown (km).

Revenue Cargo Ton Kilometers (RCTK) is the amount of cargo (ton) transported multiplied by the distance flown (km).

2. The distance flown between two points, used for calculations of RPK, ASK and RCTK above, is based on the great-circle distance and according to statistical data from IATA (International Air Transport Association) and ICAO (International Civil Aviation Organization).

3. Traffic Results for SPRING JAPAN includes both International and Domestic carriage.

4. Figures have been truncated and percentages are rounded off to the first decimal place.

Upon the increasing demand in the LCC market, we achieved a significant increase in profit year-on-year.

ZIPAIR - an LCC for medium to long-haul international flights, is growing steadily. From March 2025, ZIPAIR has started operating to Houston, expanding its services to ten routes, mainly in North America and Asia. In recognition of its efforts to enhance corporate value, ZIPAIR has been selected as a 'Four Star Airline' in the APEX LCC category. Toward the first half of the 2030s, we intend to grow its business to more than twice the size of our current operations, and we will convert JAL's Boeing 787-9 from 2027. Spring Japan, - an LCC for operating mainly to China-, has increased flights to Shanghai (Pudong) and has started new services to major cities such as Beijing and Dalian, steadily increasing profits. We will continue to strive to increase inbound demand and create new flows of people by building a network of three LCCs with different characteristics, including Spring Japan and Jetstar Japan.

<Mileage/Finance and Commerce Business> <Others>

The revenue for this consolidated fiscal year increased by 5.5% year on year to 200.3 billion yen, and EBIT increased by 10.0% year on year to 38.1 billion yen. (Revenue and segment profit are figures before intersegment eliminations.)

Because of JALUX's increased revenue and steady growth in mileage points issued, profits in this Domain are steadily increasing.

We are promoting 'JAL Mile Life', where customers can save up miles in various scenes and exchange them for special experiences unique to JAL. Our partnership with PIA Corporation, a nation-wide ticket agency, will provide more entertainment to our mileage members. Through the expansion of services such as the "JAL Life Status Program" and mobile payment service "JAL Pay", we are working on improving lifetime loyalty in our non-aviation business as well. In addition, JAL Card Skymate, special domestic fares limited to JAL Card members aged 25 or younger, will be newly launched to increase awareness among younger customers.

For Ground handling, we have significantly expanded contracts with foreign airlines compared to the previous year, growing our profit further.

For Air mobility, we have established "Soracle Corporation" and started collaborating with Arche - a U.S. company for creating new value in Air mobility.

(2) Outline of Financial Condition for the Current Fiscal Year

Assets, Liabilities and Equity

Assets in this fiscal year-end increased by 145.6 billion yen from the end of the previous fiscal year to 2,794.9 billion yen, mainly due to the increase of aircraft.

Liabilities increased by 77.3 billion yen from the end of the previous fiscal year to 1,778.2 billion yen mainly due to increase in Contract Liabilities.

Equity increased by 68.3 billion yen from the end of the previous fiscal year to 1,016.6 billion yen, as a result of increase in the profit attributable to the owners of parent.

As a result of the above, Shareholders' Equity ended at 975.0 billion yen, and the Shareholders' equity ratio increased by 0.5 percentage points from the end of the previous fiscal year to 34.9%. For details, refer to "3. Consolidated Financial Statements and Primary Notes (1) Consolidated Statement of Financial Position".

(3) Outline of Cash Flows for the Current Fiscal Year

Cash Flows from Operating Activities

As a result of adding back or subtracting non-cash items including depreciation and operating receivables and operating payables to/from profit before income tax of 158.9 billion yen, cash flow (inflow) from operating activities was 381.5 billion yen (cash inflow of 363.9 billion yen for the previous year).

Cash Flows from Investing Activities

Cash flow from investing activities (outflow) was 281.1 billion yen mainly due to acquisition of fixed assets (cash outflow of 195.0 billion yen for the previous year).

Cash Flows from Financing Activities

Cash flow from financing activities (outflow) was 64.9 billion yen due to repayment of long term debts and dividends payment (cash outflow of 105.0 billion yen for the previous year).

As a result, the balance of Cash and Cash equivalents at the end of the current fiscal year increased by 35.1 billion yen from the end of the previous fiscal year to 749.0 billion yen.

(4) Explanation on Variance of Consolidated Financial Results between the Previous Fiscal Year and the Current Fiscal Year

Regarding the consolidated financial results for the current fiscal year, the variance of actual results between the previous year and the current fiscal year is shown below.

	Revenue	Operating profit	EBIT	Profit before tax	Profit attributable to owners of parent
	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen
Previous year (A)	1,651,890	140,932	145,235	139,306	95,534
Current year (B)	1,844,095	168,605	172,452	158,900	107,038
Change (B-A)	192,204	27,672	27,216	19,594	11,504
Change (%)	11.6	19.6	18.7	14.1	12.0

(Reason of variance in consolidated financial results compared to the results in the previous fiscal year)

Please refer to “1. Outline of Operating Results (1) Outline of Operating Results for the Current Fiscal Year” in the attachment for details.

(5) Future Outlook

The first four years of the JAL Group Medium Term Management Plan for Fiscal Years 2021-2025 have passed, and as we are in the final year of the mid-term plan, the JAL Group announced the "JAL Group Medium Term Management Plan-Rolling Plan 2025 for Fiscal Years 2021-2025" on March 19, 2025. JAL will continue to strive to complete this Medium Term Management Plan.

The JAL Group plans to introduce 90 aircraft. We have flexible aircraft plans so that we can achieve steady growth beyond 2030. By accelerating the introduction of state-of-the-art aircraft, we will provide better service to our customers and further reduce CO2 emissions by upgrading to fuel-efficient aircraft.

In the fiscal year ending March 31, 2026, we will steadily recover our business performance amid the changes in the post-pandemic environment and build a foundation for future growth. Based on the business environment presented in the Rolling Plan, our consolidated financial forecast for the fiscal year ending March 31, 2026 is a revenue of 1,977.0 billion yen, EBIT of 200.0 billion yen, and net income attributable to owners of parent of 115.0 billion yen.

In calculating the above forecast, we have assumed the dollar-yen exchange rate of 145 yen, and the market price of Singapore kerosene, an indicator of aviation fuel costs, of US \$90 per barrel.

(6) Basic Policy on Distribution of Profits, and Dividend for the Current and Next Fiscal Year

The JAL Group regards shareholder returns as one of its most important management matters. Our fundamental policy is to actively implement shareholder returns through continuous and stable dividends and flexible acquisition of treasury shares, while securing internal reserves for making investments for corporate growth and adapting to changes in the business environment, to build a strong financial structure.

For the fiscal year ended March 31, 2025, we increased the year-end dividend to 46 yen per share and the annual dividend to 86 yen per share, as earnings results exceeded the consolidated financial results forecast for the full year announced on March 19, 2025.

We forecast a dividend of 92 yen per share for the fiscal year ending March 31, 2026, including an interim dividend of 46 yen per share based on the above full-year consolidated earnings forecast. We will strive to provide stable shareholder return.

(7) Business Risks

Taking into account the content of its business centering on the scheduled and unscheduled air transportation business, the JAL Group is exposed to the following risks, or items with possible major effects on investors' investment decisions. This does not cover all risks which the JAL Group is exposed to, as risks exist other than those below that are unpredictable. The following includes forward-looking matters, but these items were determined as of March 31, 2025.

- Risk concerning pandemic
- Risk concerning disasters such as natural disasters and terrorist attacks
- Risk concerning climate change, global warming and environmental rules and regulations
- Risks concerning the external management environment such as international affairs and economic trends
- Risks concerning delivery of aircraft
- Risks concerning market fluctuation
- Risks concerning aviation safety
- Risks concerning legal regulations and litigations
- Risks concerning IT system or customer information
- Risks concerning personnel and labor relations

2. Basic Policy Concerning the Selection of Accounting Standards

To improve international comparability of financial information in capital markets and communication with our stakeholders, we have applied International Financial Reporting Standards (IFRS) from the fiscal year ending March 31, 2021.

3. Consolidated Financial Statement and Primary Notes

(1) Consolidated Statement of Financial Position

	As of March 31, 2024	As of March 31, 2025
	Millions of Yen	Millions of Yen
Assets		
Current assets		
Cash and cash equivalents	713,867	749,030
Trade and other receivables	173,023	210,211
Other financial assets	16,472	3,502
Inventories	43,949	49,723
Other current assets	75,294	82,899
Total current assets	1,022,608	1,095,366
Non-current assets		
Tangible fixed assets		
Flight equipment	871,409	974,253
Advances on flight equipment	134,745	147,534
Other tangible fixed assets	89,396	92,226
Total tangible fixed assets	1,095,551	1,214,014
Goodwill and intangible assets	87,189	94,317
Investment property	3,561	2,998
Investments accounted for using equity method	24,259	24,333
Other financial assets	158,930	144,056
Deferred tax assets	229,212	190,312
Retirement benefit asset	12,294	15,865
Other non-current assets	15,624	13,648
Total non-current assets	1,626,623	1,699,547
Total assets	2,649,232	2,794,913

	As of March 31, 2024	As of March 31, 2025
	Millions of Yen	Millions of Yen
Liabilities and equity		
Liabilities		
Current liabilities		
Trade and other payables	160,052	179,207
Interest-bearing liabilities	106,935	94,562
Other financial liabilities	44,972	63,645
Income taxes payable	2,601	4,960
Contract liabilities	368,916	437,927
Provisions	3,325	1,821
Other current liabilities	50,396	56,180
Total current liabilities	737,200	838,306
Non-current liabilities		
Interest-bearing liabilities	780,358	801,461
Other financial liabilities	25,401	10,581
Deferred tax liabilities	3,317	3,694
Provisions	23,550	23,046
Retirement benefit liability	120,575	92,278
Other non-current liabilities	10,483	8,872
Total non-current liabilities	963,686	939,934
Total liabilities	1,700,886	1,778,240
Equity		
Share capital	273,200	273,200
Capital surplus	273,992	274,242
Retained earnings	306,879	395,719
Treasury shares	(408)	(1,473)
Accumulated other comprehensive income		
Financial assets measured at fair value through other comprehensive income	43,171	35,745
Effective portion of cash flow hedges	11,836	(3,860)
Exchange differences on translation of foreign operations	1,275	1,484
Total accumulated other comprehensive income	56,283	33,369
Total equity attributable to owners of parent	909,947	975,057
Non-controlling interests	38,398	41,615
Total equity	948,345	1,016,673
Total liabilities and equity	2,649,232	2,794,913

(2) Consolidated Statement of Profit or Loss and Other Comprehensive Income

	FY2023 (April 1, 2023- March 31, 2024)	FY2024 (April 1, 2024- March 31, 2025)
	Millions of Yen	Millions of Yen
Revenue		
International passenger revenue	684,523	781,882
Domestic passenger revenue	556,046	574,851
Other revenue	411,320	487,362
Total revenue	1,651,890	1,844,095
Other income	31,330	17,992
Operating expenses		
Personnel expenses	(334,089)	(363,471)
Aircraft fuel	(356,796)	(380,014)
Depreciation, amortization and impairment losses	(149,960)	(155,907)
Other operating expenses	(701,442)	(794,089)
Total operating expenses	(1,542,288)	(1,693,483)
Operating profit	140,932	168,605
Share of profit of investments accounted for using equity method	469	939
Profit before investing, financing and income tax	141,402	169,545
Income/expenses from investments		
Investing income	4,490	5,325
Investing expenses	(657)	(2,417)
Profit before financing and income tax	145,235	172,452
Finance income/expenses		
Finance income	9,277	1,789
Finance expenses	(15,206)	(15,341)
Profit before tax	139,306	158,900
Income tax expense	(43,394)	(46,264)
Profit	95,911	112,635
Profit attributable to		
owners of parent	95,534	107,038
Non-controlling interests	377	5,597
Other comprehensive income		
Items that will not be reclassified to profit or loss		
Financial assets measured at fair value through other comprehensive income	4,282	(8,205)
Remeasurements of defined benefit plans	10,649	19,951
Share of other comprehensive income of investments accounted for using equity method	145	(108)
Total of items that will not be reclassified to profit or loss	15,077	11,637
Items that may be reclassified to profit or loss		
Effective portion of cash flow hedges	10,008	(14,816)
Exchange differences on translation of foreign operations	284	544
Share of other comprehensive income of investments accounted for using equity method	106	(62)
Total of items that may be reclassified to profit or loss	10,400	(14,335)
Other comprehensive income, net of taxes	25,477	(2,697)
Comprehensive income	121,389	109,938

	FY2023 (April 1, 2023- March 31, 2024)	FY2024 (April 1, 2024- March 31, 2025)
	Millions of Yen	Millions of Yen
Comprehensive income attributable to		
Owners of parent	119,643	103,727
Non-controlling interests	1,745	6,210
Earnings per share		
Basic earnings per share (Yen)	218.61	245.09
Diluted earnings per share (Yen)	-	-

(3) Consolidated Statement of Changes in Equity

Consolidated Financial Results for FY2023 (April 1, 2023 to March 31, 2024)

	Equity attributable to owners of parent					
	Share capital	Capital surplus	Retained earnings	Treasury shares	Accumulated other comprehensive income	
					Financial assets measured at fair value through other comprehensive income	Effective portion of cash flow hedges
	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen
Balance as of April 1, 2023	273,200	273,631	225,644	(408)	38,384	4,812
Profit	-	-	95,534	-	-	-
Other comprehensive income	-	-	-	-	3,881	9,334
Comprehensive income	-	-	95,534	-	3,881	9,334
Dividends	-	-	(24,035)	-	-	-
Share-based payments	-	365	-	-	-	-
Transfer to non-financial assets	-	-	-	-	-	(2,310)
Purchase of treasury shares	-	-	-	(0)	-	-
Changes in ownership interest in subsidiaries	-	(4)	-	-	-	-
Transfer to retained earnings	-	-	9,736	-	904	-
Total transactions with owners	-	361	(14,298)	(0)	904	(2,310)
Balance as of March 31, 2024	273,200	273,992	306,879	(408)	43,171	11,836

	Equity attributable to owners of parent					
	Accumulated other comprehensive income			Total Equity attributable to owners of parent	Non-controlling interests	Total equity
	Exchange differences on translation of foreign operations	Remeasurements of defined benefit plans	Total accumulated other comprehensive income			
	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen
Balance as of April 1, 2023	1,024	-	44,220	816,288	40,669	856,957
Profit	-	-	-	95,534	377	95,911
Other comprehensive income	251	10,641	24,109	24,109	1,368	25,477
Comprehensive income	251	10,641	24,109	119,643	1,745	121,389
Dividends	-	-	-	(24,035)	(3,341)	(27,376)
Share-based payments	-	-	-	365	-	365
Transfer to non-financial assets	-	-	(2,310)	(2,310)	(601)	(2,911)
Purchase of treasury shares	-	-	-	(0)	-	(0)
Changes in ownership interest in subsidiaries	-	-	-	(4)	(74)	(78)
Transfer to retained earnings	-	(10,641)	(9,736)	-	-	-
Total transactions with owners	-	(10,641)	(12,047)	(25,984)	(4,016)	(30,001)
Balance as of March 31, 2024	1,275	-	56,283	909,947	38,398	948,345

Consolidated Financial Results for FY2024 (April 1, 2024 to March 31, 2025)

	Equity attributable to owners of parent					
	Share capital	Capital surplus	Retained earnings	Treasury shares	Accumulated other comprehensive income	
					Financial assets measured at fair value through other comprehensive income	Effective portion of cash flow hedges
	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen
Balance as of April 1, 2024	273,200	273,992	306,879	(408)	43,171	11,836
Profit	-	-	107,038	-	-	-
Other comprehensive income	-	-	-	-	(8,260)	(15,022)
Comprehensive income	-	-	107,038	-	(8,260)	(15,022)
Dividends	-	-	(37,127)	-	-	-
Share-based payments	-	249	-	-	-	-
Transfer to non-financial assets	-	-	-	-	-	(674)
Purchase of treasury shares	-	-	-	(1,065)	-	-
Changes in ownership interest in subsidiaries	-	0	-	-	-	-
Transfer to retained earnings	-	-	18,929	-	835	-
Total transactions with owners	-	249	(18,198)	(1,065)	835	(674)
Balance as of March 31, 2025	273,200	274,242	395,719	(1,473)	35,745	(3,860)

	Equity attributable to owners of parent					
	Accumulated other comprehensive income			Total Equity attributable to owners of parent	Non-controlling interests	Total equity
	Exchange differences on translation of foreign operations	Remeasurements of defined benefit plans	Total accumulated other comprehensive income			
	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen
Balance as of April 1, 2024	1,275	-	56,283	909,947	38,398	948,345
Profit	-	-	-	107,038	5,597	112,635
Other comprehensive income	208	19,764	(3,310)	(3,310)	612	(2,697)
Comprehensive income	208	19,764	(3,310)	103,727	6,210	109,938
Dividends	-	-	-	(37,127)	(2,608)	(39,735)
Share-based payments	-	-	-	249	-	249
Transfer to non-financial assets	-	-	(674)	(674)	(383)	(1,058)
Purchase of treasury shares	-	-	-	(1,065)	-	(1,065)
Changes in ownership interest in subsidiaries	-	-	-	0	(0)	(0)
Transfer to retained earnings	-	(19,764)	(18,929)	-	-	-
Total transactions with owners	-	(19,764)	(19,603)	(38,617)	(2,992)	(41,609)
Balance as of March 31, 2025	1,484	-	33,369	975,057	41,615	1,016,673

(4) Consolidated Statement of Cash Flows

	FY2023 (April 1, 2023- March 31, 2024)	FY2024 (April 1, 2024- March 31, 2025)
	Millions of Yen	Millions of Yen
Cash flows from operating activities		
Profit before tax	139,306	158,900
Depreciation, amortization and impairment losses	149,960	155,907
Loss (gain) on sale and retirement of fixed assets	14,832	(2,143)
Increase (decrease) in retirement benefit liability	411	(1,856)
Interest and dividend income	(4,275)	(6,395)
Interest expenses	13,498	13,183
Foreign exchange loss (gain)	(9,098)	(678)
Share of loss (profit) of investments accounted for using equity method	(469)	(939)
Insurance claim income	(19,971)	-
Decrease (increase) in trade and other receivables	(583)	(36,300)
Decrease (increase) in inventories	(6,686)	(6,250)
Increase (decrease) in trade and other payables	21,421	16,694
Increase (decrease) in contract liabilities	52,013	68,930
Other, net	14,628	24,859
Subtotal	364,989	383,912
Income taxes (paid) refund	(1,043)	(2,385)
Net cash provided by (used in) operating activities	363,945	381,527
Cash flows from investing activities		
Purchase of non-current assets	(218,075)	(289,983)
Proceeds from sales of non-current assets	2,305	9,134
Purchase of other financial assets	(3,000)	(7,240)
Proceeds from sale of other financial assets	466	20
Payments for loans receivable	(3,143)	(196)
Collection of loans receivable	1,385	1,177
Interest received	1,415	2,173
Dividends received	2,551	3,617
Insurance payment received	19,971	-
Other, net	1,023	189
Net cash provided by (used in) investing activities	(195,099)	(281,107)
Cash flows from financing activities		
Net increase (decrease) in short-term borrowings	(7,385)	1,220
Proceeds from long-term borrowings	24,606	27,500
Repayments of long-term borrowings	(70,819)	(87,206)
Proceeds from issuance of bonds	19,880	79,537
Redemption of bonds	(10,000)	(10,000)
Interest paid	(10,998)	(11,393)
Dividends paid	(23,924)	(37,060)
Dividends paid to non-controlling interests	(3,341)	(2,608)
Repayments of lease liabilities	(22,132)	(23,189)
Other, net	(916)	(1,709)
Net cash provided by (used in) financing activities	(105,031)	(64,910)
Effect of exchange rate changes on cash and cash equivalents	10,805	(347)
Net increase (decrease) in cash and cash equivalents	74,619	35,162
Cash and cash equivalents at beginning of period	639,247	713,867
Cash and cash equivalents at end of period	713,867	749,030

(5) Notes for Consolidated Financial Statements

(Reporting Company)

Japan Airlines Co., Ltd. (hereinafter the “Company”) is a stock company located in Japan. The registered address of its Head Office is 4-11, 2-chome Higashi-shinagawa, Shinagawa-ku, Tokyo. The Company’s consolidated financial statements for the year ended March 31, 2025 consists of the Company and its subsidiaries (the “JAL Group”) and interests in affiliates and jointly controlled entities.

The Company’s main businesses are “Air Transportation business (FSC・LCC)” and “Mileage/Finance and Commerce business”. Details of each business are described in Note “Revenue”.

(Basis of Preparation)

1) Matters concerning compliance with IFRS

As the consolidated financial statements of the JAL Group fulfills requirements of Specified Companies Complying with Designed International Accounting Standards set forth in Article 1-2, item (i) of Regulation on the Terminology, Forms, and Preparation Methods of Consolidated Accounting Standards (Ordinance of the Ministry of Finance No. 28 of 1976), it was prepared in compliance with International Financial Reporting Standards (hereinafter “IFRS”) in accordance with Article 312 of the Regulations.

2) Functional currency and presentation currency

The JAL Group’s condensed quarterly consolidated financial statements are expressed in Japanese yen, our functional currency, as the presentation currency, and are rounded off to the nearest million yen.

(Going Concern Assumptions)

None

(Revenue)

(1) Breakdown of Revenue

Revenue and Segment Revenue

Consolidated Financial Results for FY2023 (April 1, 2023 to March 31, 2024)

	Reportable Segment				Sub-total	Internal transaction adjustment	Total
	FSC	LCC	Mileage/ Finance and Commerce	Others			
	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen
International							
Passenger operations	622,399	62,159	-	-	684,559	-	-
Cargo and mail-service operations	110,133	-	-	-	110,133	-	-
Luggage operations	1,556	-	-	-	1,556	-	-
Sub-total	734,090	62,159	-	-	796,249	-	-
Domestic							
Passenger operations	551,026	5,176	-	-	556,202	-	-
Cargo and mail-service operations	23,234	-	-	-	23,234	-	-
Luggage operations	491	-	-	-	491	-	-
Sub-total	574,751	5,176	-	-	579,927	-	-
Total revenues from international and domestic operations	1,308,841	67,335	-	-	1,376,177	-	-
Mileage/Finance Commerce	-	-	189,997	-	189,997	-	-
Travel agency Revenue	-	-	-	120,836	120,836	-	-
Others	13,670	7,511	-	102,811	123,992	-	-
Total revenues	1,322,511	74,847	189,997	223,647	1,811,003	(159,112)	1,651,890

(Note) Figures of Segment revenue are before elimination of intra-segment transactions.

Consolidated Financial Results for FY2024 (April 1, 2024 to March 31, 2025)

	Reportable Segment					Internal transaction adjustment	Total
	FSC	LCC	Mileage/ Finance and Commerce	Others	Sub-total		
	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen
International							
Passenger operations	696,529	85,517	-	-	782,047	-	-
Cargo and mail- service operations	131,621	-	-	-	131,621	-	-
Luggage operations	1,675	-	-	-	1,675	-	-
Sub-total	829,826	85,517	-	-	915,344	-	-
Domestic							
Passenger operations	571,665	3,347	-	-	575,012	-	-
Cargo and mail- service operations	31,462	-	-	-	31,462	-	-
Luggage operations	478	-	-	-	478	-	-
Sub-total	603,605	3,347	-	-	606,953	-	-
Total revenues from international and domestic operations	1,433,432	88,865	-	-	1,522,297	-	-
Mileage/Finance Commerce	-	-	200,355	-	200,355	-	-
Travel agency Revenue	-	-	-	116,162	116,162	-	-
Others	18,378	15,265	-	136,107	169,751	-	-
Total revenues	<u>1,451,810</u>	<u>104,131</u>	<u>200,355</u>	<u>252,270</u>	<u>2,008,567</u>	<u>(164,472)</u>	<u>1,844,095</u>

(Note) Figures of Segment revenue are before elimination of intra-segment transactions.

The JAL Group operates “Air Transportation (FSC • LCC)”, mainly in passenger and baggage carriage or mail and cargo handling in both international and domestic routes, “Mileage/Finance and Commerce”, mainly in mileage award services provided to our member customers, and “Other” businesses.

Revenues arising out of these businesses are recognized in accordance with contracts with customers, and there is no significant financing component in the contracts. None of the considerations in contracts with customers is not reflected in transaction prices.

The JAL Group operates a customer loyalty program called “JAL Mileage Bank”. Members in the JAL Mileage Bank can collect miles through flights with the airlines in JAL Group or other services, and can redeem them for flights with JAL group or other partners' services. Miles that are expected to be redeemed are identified as performance obligations, and deferred on the statement of financial position as a contract liability. The transaction price is allocated to each performance obligation based on the ratio of the standalone selling price, considering the utilization rate of the service and the expected expiration. A transaction value allocated as performance obligations of miles is deferred as contract liabilities in condensed quarterly consolidated statements of financial position, and revenue is recognized as miles are redeemed.

Air Transportation (FSC • LCC)

In the air transportation business segment (FSC • LCC), the JAL Group provides services related to the international and domestic transportation of passengers, cargo & mail and baggage on aircraft. The main revenues are recognized as follows.

Passenger operations

Passenger revenue is mainly revenue earned from passenger transportation services using aircraft. The JAL Group has the obligation to provide customers with international and domestic air transportation services according to the Conditions of Carriage. The performance obligation is satisfied upon completion of the passenger's air transportation service. The transaction price may fluctuate because we may offer discounts when selling tickets or pay incentives based on the amount of sales. In addition, consideration for a transaction is generally received in advance before the performance obligation is satisfied.

Cargo and mail-service operations

Cargo and mail revenues are mainly revenues earned from air cargo and air mail handling operations. The JAL Group has the obligation to provide international and domestic cargo and mail transportation services. The performance obligation is satisfied upon completion of cargo and mail air transportation service. The amount of variable consideration included in revenue is not significant. Consideration for a transaction is generally received after the completion of cargo and mail air transportation.

Luggage operations

Baggage revenue is mainly revenue earned from baggage transportation services that accompany passenger transportation on aircraft. The JAL Group has the obligation to provide customers with international and domestic air transportation services. The performance obligation is satisfied upon completion of baggage air transportation service. The amount of variable consideration included in revenue is not significant. Consideration for a transaction is generally received on the day of baggage transportation.

Mileage/Finance and Commerce

In the Mileage/Finance and Commerce, we provide benefit services to JAL Mileage Bank member customers through our group and partner companies, offer credit card-related services, and sell products through wholesale and retail channels. The main revenues are recognized upon the fulfillment of the following performance obligations.

Mileage/Finance and Commerce

Mileage/Finance and Commerce Revenue includes income from providing benefit services related to miles, income from providing credit card-related services, and income from product sales. In terms of income from providing benefit services related to miles, our group is obligated to provide benefit services in exchange for miles granted to our member customers by our group or partner companies. This performance obligation is satisfied upon the completion of providing the benefit services. The timing of receiving monetary compensation varies depending on the service that grants the miles. The timing of receiving compensation for miles granted in accordance with the use of our group's air transportation services is mainly before the use of the air transportation services, while the timing of receiving compensation for miles granted in accordance with the use of services by partner companies is mainly after the use of those services.

In terms of income from providing credit card-related services, our group is primarily obligated to provide payment services to the card members who are mainly our customers. This performance obligation is satisfied according to the membership period based on the contract with the card members, and the transaction compensation is usually received in advance before the performance obligation is satisfied. Additionally, in terms of income from product sales, our group sells mainly clothing, miscellaneous goods, food, etc., through stores and e-commerce, and is obligated to deliver these products to customers. This performance obligation is

satisfied upon the completion of product delivery or customer inspection, and the transaction compensation is usually received after the performance obligation is satisfied. The amount of variable consideration included in these revenues is not significant.

Other

In “Other” businesses, we are mainly engaged in planning and sales of air travel package tour, undertaking ground handling services for foreign airline flights. Revenue related to planning and sales of air travel package tours is mainly recognized over a certain period of time as the service is provided, and consideration for a transaction is generally received in advance before the performance obligation is satisfied. Additionally, revenue from ground handling services for foreign airline flights is mainly recognized upon the completion of providing the service, and consideration for a transaction is generally received after the performance obligation is satisfied.

(Segment Information)

(1) Overview of segment reporting

The reportable segments of JAL Group are components of the Company about which separate financial information is available and evaluated regularly by the Board of Directors in deciding how to allocate resources and evaluating business performance.

JAL group has restructured its business portfolio based on the experiences from the COVID-19 pandemic, aiming to create new businesses particularly in non-aviation areas and to expand the overall profits of the group. Our business structure reform focuses on the growth and profit expansion of the “LCC”, “Mileage/Finance and commerce”, and “Other” businesses. In order to achieve this goal, we have refined the traditional business area-based income and expenditure from this fiscal year and established a system to manage business of each segment.

Considering the promotion of this business structure reform and the establishment of the business management system, we have consolidated business segments based on similar economic characteristics and changed the reporting segments to “Full Service Carrier Business”, “LCC Business”, and “Mileage/Finance and Commerce Business” from this fiscal year. Additionally, segment profit has been changed from the previous “Investment, Finance, and Pre-tax Corporate Income” to “Finance and Pre-tax Corporate Income”. The segment information for the previous fiscal year has been disclosed based on the revised reporting segments and segment profit.

(2) Information on reportable segment

Revenue and business performance by JAL Group’s reportable segment are as follows.

Intersegment sales are based on the current market price.

Consolidated financial results for FY2023 (April 1, 2023 to March 31, 2024)

	Reportable segment							
	FSC	LCC	Mileage/ Finance and Commerce	Sub-total	Others (Note)1	Total	Adjustment (Note) 2	Consolidated Statement (Note) 3
	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen
Revenue								
Sales to external	1,261,044	69,360	121,890	1,452,296	199,594	1,651,890	-	1,651,890
Intersegment	61,466	5,486	68,106	135,059	24,052	159,112	(159,112)	-
Total	1,322,511	74,847	189,997	1,587,355	223,647	1,811,003	(159,112)	1,651,890
Profit before financing and income tax	106,184	2,705	34,643	143,533	2,522	146,056	(821)	145,235
Finance income	-	-	-	-	-	-	-	9,277
Finance expenses	-	-	-	-	-	-	-	(15,206)
Profit before tax	-	-	-	-	-	-	-	139,306
Others								
Interest income	601	161	5	768	2	771	(1)	770
Depreciation, amortization and impairment losses	(130,812)	(9,641)	(5,768)	(146,222)	(4,731)	(150,953)	993	(149,960)
Share of profit or loss of investment accounted for using equity method	1,212	(966)	-	246	381	627	(158)	469

(Note) 1. “Others” refers to travel services, etc.

2. Adjustment includes intersegment elimination.

3. Segment profit has been adjusted with profit before financing and income tax on the condensed quarterly consolidated statement of profit or loss and other comprehensive income.

4. The interest income in “Others” refers to interest income included in profit before financing and income tax.

Consolidated financial results for FY2024 (April 1, 2024 to March 31, 2025)

	Reportable segment				Others (Note)1	Total	Adjustment (Note) 2	Consolidated Statement (Note) 3
	FSC	LCC	Mileage/ Finance and Commerce	Sub-total				
	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen	Millions of Yen
Revenue								
Sales to external	1,396,294	91,895	131,779	1,619,970	224,125	1,844,095	-	1,844,095
Intersegment	55,515	12,235	68,575	136,327	28,144	164,472	(164,472)	-
Total	1,451,810	104,131	200,355	1,756,297	252,270	2,008,567	(164,472)	1,844,095
Profit before financing and income tax	111,148	11,586	38,105	160,841	12,393	173,234	(782)	172,452
Finance income	-	-	-	-	-	-	-	1,789
Finance expenses	-	-	-	-	-	-	-	(15,341)
Profit before tax	-	-	-	-	-	-	-	158,900
Others								
Interest income	604	196	21	821	28	850	(45)	804
Depreciation, amortization and impairment losses	(137,401)	(10,281)	(4,363)	(152,046)	(4,839)	(156,886)	978	(155,907)
Share of profit or loss of investment accounted for using equity method	1,636	(1,129)	-	506	432	939	0	939

(Note) 1. "Others" refers to travel services, etc.

2. Adjustment includes intersegment elimination.

3. Segment profit has been adjusted with profit before financing and income tax on the condensed quarterly consolidated statement of profit or loss and other comprehensive income.

4. The interest income in "Others" refers to interest income included in profit before financing and income tax.

(Per Share Information)

Earnings per share is calculated as follows;

	FY2023 (April 1, 2023-March 31, 2024)	FY2024 (April 1, 2024-March 31, 2025)
Profit attributable to owners of parent (Millions of Yen)	95,534	107,038
Amounts not attributable to ordinary shareholders of parent (Millions of Yen)	-	-
Net income used to calculate basic earnings per share (Millions of Yen)	95,534	107,038
Average number of shares outstanding (Thousand shares)	437,007	436,730
Basic earnings per share (Yen)	218.61	245.09

(Note) Diluted earnings per share is not shown as there are no dilutable shares.

(Significant Subsequent Event)

Issuance of the publicly offered unsecured perpetual bonds (with subordination clause applicable in liquidation and bankruptcy proceedings)

JAL issued publicly offered unsecured perpetual bonds (with subordination clause applicable in liquidation and bankruptcy proceedings) under the following conditions. The unsecured perpetual bonds, which have no fixed redemption date and allow the discretionary deferral of interest payments, are classified as “equity financial instruments” under International Financial Reporting Standards (IFRS). Accordingly, the raised full amount is recorded as “equity” in JAL’s consolidated statements of financial position.

Name of the Bonds	Japan Airlines Co., Ltd. 1st Unsecured Perpetual Bonds with interest payment deferral clause and optional redemption clause (subordinated bonds with subordination clause applicable in liquidation bankruptcy proceedings)	Japan Airlines Co., Ltd. 2nd Unsecured Perpetual Bonds with interest payment deferral clause and optional redemption clause (subordinated bonds with subordination clause applicable in liquidation bankruptcy proceedings)
Issued amount	150 billion Yen	28.9 billion Yen
Initial interest rate	3.218% per annually Fixed interest rate from the day after April 16, 2025 to April 16, 2030 Floating interest rate from the day after April 16, 2030 (interest rate shall step up on the day after April 16, 2030)	4.124% per annually Fixed interest rate from the day after April 16, 2025 to April 16, 2035 Floating interest rate from the day after April 16, 2035 (interest rate shall step up on the day after April 16, 2035)
Payment date	April 16, 2025	
Maturity date	Unspecified The unsecured perpetual bonds may be optionally redeemed in whole (but not in part) on each interest payment date after April 16, 2030	Unspecified The unsecured perpetual bonds may be optionally redeemed in whole (but not in part) on each interest payment date after April 16, 2035
Use of Proceeds	Part of the capital expenditures related to the purpose of state-of-the-art aircraft (Airbus A350, Boeing 787, etc.).	
Subordination clause	In the event of liquidation, bankruptcy or other similar proceedings (in jurisdictions other than Japan), the unsecured perpetual bonds will be subordinated to other debt. No provision of the agreement concerning the unsecured perpetual bonds may be amended in any way that is disadvantageous to senior creditors. JAL may, at our discretion, defer all or some of the interest on the unsecured perpetual bonds	